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THE HONGKONG DISPENSARY.

Hongkong, 12th November, 1886. [29]

NOTICE TO CORRESPONDENTS
Our communications relating to the news columns
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Correspondents will forward their manuscripts
with communications addressed to the Editor, not
to publication, but as evidence of good faith,
a communication should be written on one
side of the paper only.

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BIRMINGHAM.
On the 26th November, at the Park Hospital, the
wife of Captain W. B. CLARKE, of the 27th

The Daily Press.

HONGKONG, NOVEMBER 28th, 1886.

We are afraid the memorandum of the
unofficial members of the Legislative Council
on the military contribution is not calculated
to advance the interests of the colony. In
serious controversy nothing can be gained
by attributing to an adversary statements or
arguments he never made use of and then
proceeding to attack them. This, however,
is what the unofficial members have done,
unintentionally of course, though it is
difficult to understand how the Secretary
of State's despatch could have been so misread.

They say in the fourth paragraph of their
memorandum:—"As this decision of the
Secretary of State means practically that
no matter however successful we may be
in effecting economies in our expenditure,
we will never be allowed to reduce the
taxation or diminish the gross revenue
raised in the colony, so to affect the

amount of the Military Contribution, or,
in other words, that although the amount
of our Military Contribution may increase
with every increase in our revenue, it will
never be allowed to diminish in proportion
to any decrease in that revenue, we formally
protest against it as unreasonable and un-
just." Mr. CHAMBERLAIN never said anything
of the kind attributed to him in the
latter part of this paragraph. What Mr.
CHAMBERLAIN said was that the 17 per
cent. payable as military contribution must
be levied on the whole revenue, including
municipal revenue, and that if any portion
of the revenue was exempted it would be
become necessary to reconsider the percentage
to be levied on the remainder. If the
revenue as a whole declined owing to de-
pression in trade, the amount of the

military contribution would automatically
decline with it, and there is no warrant for
saying that the home Government would
increase the percentage to make up the
deficiency. Whether the colony would be
allowed to reduce the amount of the military
contribution by reducing taxation is another
question, but there is unfortunately no
prospect of a reduction in taxation, the
tendency being all the other way, it is
hardly worth discussing the matter from
that point of view. Taking the revenue on
the present basis of taxation, the amount
payable as military contribution will rise or
fall in proportion as the revenue rises or
falls, for it is now levied as a fixed per-
centage. It is inequitable and oppressive
that the municipal revenue should have to
contribute to the military contribution, and
some irritation on the part of the unofficial
members and the community is excusable,
but matters will not be mended, but rather
the reverse, by attributing to the Secretary
of State's despatch he has never made.

After a long and carefully conducted en-
quiry the Coroner's jury have come to the
conclusion that Tono Wino, a pupil of the
Diocesan School, did not die as the result
of a blow dealt by Mr. RALPHES, his teacher,
but as the result of an accidental fall.
There can be no dispute, we think, about
the justice of this finding. Mr. RALPHES
has, by the verdict of the jury, been properly
exonerated from blame, and we fail to see
how any other verdict could have been re-
turned. There was not a little of evidence
against him, and none of the witnesses can
say that they had seen Mr. RALPHES hit a
single one of the pupils on the head with a
pointer or stick. The deceased boy, it is
true, twice laid while in the hospital, and a
few hours before his death, that he had
been struck on the head by Mr. RALPHES,
the Chairman made a speech in opposition
to the proposal and that the Chamber,
endorsing his views, passed a resolution
favouring the maintenance of the status quo,
with the proviso that the question might be
reconsidered when the means of communication
with London have been improved. The
reasons advanced by M. DODDENSEY, the
Chairman, are peculiar. In the first
place he threw doubts on the character
of the demand for a reduction, which he
said it is much more likely that the
altogether different version which he gave
to the anaesthetist and another scholar was the
true one, and that his mind when he was
lying on his death bed in the hospital was
not at all clear as to the precise way in
which he suffered the fatal injury. Sympathy
must be expressed both for the parents
of the boy and for Mr. RALPHES, who must
have undergone considerable anxiety of mind
since the contents of Dr. ATKINSON's letter
giving the boy's statement were made known
to him. But a side light has been thrown
on the way in which corporal punishment is
sometimes inflicted by schoolmasters and it
is to this that we wish to draw special at-
tention. It was stated by many of the
witnesses, and admitted by Mr. RALPHES
himself, that the boxing of a boy's ears
sometimes served as a punishment. This
is, to our way of thinking, a very under-
handed mode of correction to adopt in any
school. Time after time the highest medical
authorities have pointed out the extreme
danger of boxing a boy's ears, and numerous
cases of injury to the ears and partial and
even total loss of hearing have been recorded
as being directly due to this highly re-
probable practice on the part of school
teachers. The infliction of corporal punishment
in a school is absolutely necessary for the
well-being of the school and the scholars,
but it certainly should not be within the
power of every teacher in a school to inflict
punishment whenever he thinks it desirable
and certainly not to box a boy's ears, which
is a harsh and stupid form of punishment,
and one likely to be administered when the
teacher is restrained. The Education Depart-
ment in England, as Mr. RALPHES said in
his evidence, may consider any certified
teacher competent to administer corporal
punishment, but the Department certainly
does not tolerate the boxing of a boy's ears.
In many, and perhaps all the Board Schools
in England, only the headmaster and in his
absence the second master can inflict
corporal punishment, and such punishment
consists merely of caning on the hands
or buttocks, the boxing of ears being strictly
forbidden. The Right Rev. Bishop BUNTON
recently referred to the Diocesan School as
one of the best schools in the colony, and it
is to be hoped that its well deserved reputation
may not be allowed to suffer through in-
sincerity on the part of individual teachers
in the matter of corporal punishment.

We find it difficult to follow the arguments
of the Haiphong Chamber, for there can be
no doubt that heavy transit dues must
operate as a restraint on trade, and one of
the chief reasons alleged for the French occupa-
tion of Tonkin was to secure control over
what was intended to be the best route to
South-West China and to stimulate the transit
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We find it difficult to follow the arguments

set with Egypt. Their rulers had to give them or to wanting it and could do so only by engraving, not to remain there. This is the promise which they are now constantly ready to make. It is Egypt which will not let go. It is the infatuation of the nation which holds them fast. Since they want these things have much changed. Everybody is enraged at seeing that England holds the road to the colonies. It is Egypt which is the cause of England's hold—England's hold on which no nation can experience without detriment, and England no more than anybody else for it is a larger and more island, she has too many possessions depriving her of her insular security.

"She has been making the Dongola expedition, and has executed it brilliantly. Well, I am not certain what the English Government knows exactly what it is aiming at and how far it is willing to go in this plan. Ever since Cambyses—since the Pharaohs of Egypt, and Tomyachia—all who have wished to have the Sudan, to seize on the Upper Nile, to stretch out to the desert and beyond it, have all been defeated by the Sudan. Stanley, who with the Figure publishes a letter this morning and who knows the Sudan, made his expedition with a large army, and he knew that he knew that the Sudan cannot be conquered by an army, for an army cannot be sustained in good condition there, and even his band of men were decimated and demoralized. England has not the unselfish idea of creating for herself a Sudan kingdom. She is at Dongola, and that is enough to cover Egypt. I am not certain what will not advance further or, at any rate, not much further. The author of this is convinced it is that she now knows that the advantages derived from the conquest of Egypt are not worth the anger, accusations, mistrust, and animosities excited by it, but that the loss far exceeds the profits.

"Assuredly no statesman worthy of the name either in France or elsewhere now thinks of any war with England, or of any war with Egypt. What we want is that England, instead of bombing Egypt against our will, should remain with our consent, that her stay should be settled by mutual consent, and that she should receive compensation for the good will, deference, and loyalty shown by her in discussing the question. M. Boulanger recently said to me: 'I only wish Lord Salisbury would agree to enter into conciliatory negotiations with Egypt, and to attempt to change the subject. Can England cherish the design of retaining there in spite of everybody? Surely not, for in that case, the Egyptian question would end by absorbing all her forces and handicapping all her enterprises.' Look at what has happened with Italy. An understanding with her in Tunis has immediately taken down the feeling here and abroad against Egypt, and it may be described. 'So it will be with England as soon as she has agreed to remain in Egypt in the name of all Europe instead of孤单'.

"We are much less the rivals of England than Germany is, for Germany is a formidable country in commerce and industry. We are a protective power, but protection chiefly against Article 11 of the Treaty of Fraternalism and against the American in Europe. Where these incidents do not appear we can be Liberals. We have been able to agree with Russia, with Switzerland, with Spain, and even to some extent with America. We shall probably presently agree with Italy. As soon as the Egyptian question is settled we can have a talk with England. We do not know her well, but let us in order to put somebody else in the wrong, not to do with her to remain against the will of Europe instead of it.

"But English statesmen just now are a riddle. It almost looks as if they want to show disdain for Continental States. For three months now Penang, and Singapore, and Malacca, and even the British Settlements are no longer there. Every week fresh documents in Sir Edmund Muson's arrival are announced. Paris seems in the eyes of the English Cabinet to be a *quaint* *negligible*. This always makes two great nations ill at ease, and should be put aside. No. 1000, thoughts of uniting England, but nobody wants to be humiliated by it, and this has the appearance of it. There is a kind of *malice* in England's refusal to admit that Europe is entitled to seek with her, and with strict recognition of her rights and dignity, a solution satisfactory to all, and to herself first of all. This once admitted, the latent irritation between France and England would be removed, and France will have every incentive to develop friendly relations with England and Russia. You believe the *malice* in this has to be removed, and you believe that this trouble could easily be smoothed down in the East as elsewhere, and this without war. Peace, the true, firm, durable peace, lies there, and the world will feel the benefit of it. It's sum up. Let England agree to take account of the desire of Europe, to let Europe have a right to treat Europe with disdain, and to practice its greatness and tranquillity of all the who will have promoted her own greatness and tranquillity."

Then I repeat, are the utterances of a man who correctly expresses the real idea of those now representing and directing French public opinion. —Times correspondent.

AMOY RACE MEETING.

The following is the programme of the Amoy Race Meeting to be held on the 6th, 7th, and 8th January:—

FIRST DAY.—WEDNESDAY, 6TH JANUARY. CONSUL'S CUP (presented); value \$100; for all China ponies; weight as per scale; entrance \$25.

TRAI STAKES (presented); value with \$100 added; a forced entry for Amoy Subscription Griffins of this season; first pony to 70 cent., 2nd 20 cent., and 3rd 10 cent.; weight as per scale. Three-quarters of a mile.

RACING STAKES (presented); value \$100 with \$100 added; first pony to receive 75 per cent., 2nd 25 per cent., 3rd 10 cent.; weight as per scale. One mile and a quarter.

HAWKIN CUP (presented); value HK. Tls. 100; for all China ponies first need as griffins at Amoy; weight as per scale; entrance \$5. One mile and a quarter.

FOUCHON CUP (presented); value \$100; for all China ponies; griffins at date of entry allowed 5 lbs. extra; weight as per scale; entrance \$25. One mile and a quarter.

IRON & PERUVIAN BARK BISLERI (PERU CHINA BISLERI). A LIQUOR STOMACHIC Recconstituent, Antiphlegmatic, having IRON and CHINA for its basis. RECOMMENDED by Medical Authorities. It may be taken by itself or with Pure or Mineral or Soda Water.

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NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"POLYphemus"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Undesignated; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godown of the Undesignated, and will be examined at 11 A.M. on the 1st December.

"BUTTERFIELD & SWINE"

Agents.

Hongkong, 21st November, 1886. [2655]

STEAMSHIP "YABRA"

Agents.

Hongkong, 21st November, 1886. [2655]

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Orion" in connection with above.

Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Docks Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undesignated.

Goods remaining undelivered after TUESDAY, the 1st December, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 1st December or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 1st December, at 11 A.M.

No Fire Insurance has been effected.

G. DE CHAMPAUX,

Agents.

Hongkong, 24th November, 1886. [2655]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamer

"OCEANA."

Captain Th. Forme, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counterintigation by the Undesignated and to make immediate delivery of their goods from steamer.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Docks Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.

Agents.

Hongkong, 24th November, 1886. [2655]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYERHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Undesignated; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Goods undelivered after the 5th Dec. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWINE,

Agents.

Hongkong, 26th November, 1886. [2655]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamer

"KUTSANG."

Captain Goo Primo, will be despatched above TO-DAY, the 28th inst., at NOON, for Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 23rd November, 1886. [2655]

FOR NEW YORK VIA SUEZ CANAL

To follow the S.S. "ASLOUN."

THE Steamer

"PEIYANG."

Captain R. Kohler, will be despatched for the above port TO-DAY, the 28th inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to

SHEWAN, TOME & CO.

Agents.

Hongkong, 23rd November, 1886. [2655]

FOR SHANGHAI.

THE Steamer

"TAKHUA."

Captain L. Wigley, will be despatched for the above port TO-DAY, the 28th inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 24th November, 1886. [2655]

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient in number)

(Taking Cargo at through route to ANTWERP,

AMSTERDAM, LIEGE, COLOGNE,

LIVERPOOL, and BIRMINGHAM.)

THE Steamer

"GERDA."

Captain T. Elsler, will be despatched for the above ports on MONDAY, the 30th inst., at 5 P.M. The Steamer has sufficient accommodation for First and Second Class Passengers and carries Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.

Agents.

Hongkong, 25th November, 1886. [2655]

FOR SINGAPORE, SAMARANG, AND SOERABAJA.

THE Company's Steamer

"SHANTUNG."

Captain Brampton, will be despatched as above TO-DAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 24th November, 1886. [2655]

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient in number)

(Taking Cargo at through route to ANTWERP,

AMSTERDAM, LIEGE, COLOGNE,

LIVERPOOL, and BIRMINGHAM.)

THE Steamer

"GERDA."

Captain T. Elsler, will be despatched for the above ports on MONDAY, the 30th inst., at 5 P.M. The Steamer has sufficient accommodation for First and Second Class Passengers and carries Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.

Agents.

Hongkong, 25th November, 1886. [2655]

JAVA-CHINA-JAPAN LINE OF STEAMERS.

Under Management of the

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Altimeter)

JAVA, HONG-KONG, YOKOHAMA,

KOBÉ, AMOY, HONGKONG,

SINGAPORE, JAVA.

From HONGKONG.

E.S. GERMANIA... To JAVA Dec.

S.S. CASSIUS... To JAPAN Dec.

E.S. FEDERATION To JAPAN Jan.

E.S. CASSIUS... To JAPAN Jan.

General Agents for China and Japan.

LAUTS, WEGENER & CO.

Agents.

Hongkong, 25th November, 1886. [2655]

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"DUNLOPICH."

Captain Clark, will be despatched as above on

about the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 17th November, 1886. [2655]

NAVIGAZIONE GENERALE ITALIANA

(FONTOU & BURATTI)

STEAM FOR SINGAPORE, PEKING, AND

ROMA.

having connection with Company's Mail Steamers

to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN, and

GENOA, the VENICE and TRIESTE,

all MEDITERRANEAN, ADELAIDE,

LEVANTINE, and SOUTH AMER-

ICA.

TAKING PORTS of enough to go to PERSIAN

GULF, BAGDAD, also BARCELONA,

VALENCIA, ALICANTE, ALMERIA,

and YALAGA.

THE Steamer

"BISAGNO."

Captain Mancini, will be despatched as above on

WEDESDAY, the 2nd Dec., at NOON.

For Freight or Passage, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 21st November, 1886. [2655]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamer

"TAYUAN."

Captain Nelson, will be despatched on WEDNESDAY, the 2nd December, at 3 P.M.

The attention of Passengers is invited to

the Surgeon's Cabin offered by

the Ship's First Class Saloon is situated

forward of the Engines.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 22th November, 1886. [2655]

U.S. MAIL LINE.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, HOMI, ADEN, SUEZ,

EGYPT, MARSEILLE, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, ROME, RAVENNA,

GENOA, NAPLES, MARSEILLE,

SYRACUSE, Cagliari, &c.

YOKOHAMA, NAGASAKI,